

CITY OF TORRANCE INTEROFFICE COMMUNICATION

DATE: August 29, 2016

TO: State Legislative Advocacy Committee

FROM: Eleanor B. Jones, Management Associate

SUBJECT: Metropolitan Transportation Authority – Los Angeles County Traffic Improvement Plan – Increase Sales Tax

On June 28, 2016, Councilman Weideman requested that an urgency item is added to the agenda to seek direction from Council on how to vote at the South Bay Cities Council of Governments meeting on Thursday, June 30 with regard to Measure R2 to continue the sales tax for transportation improvements. After discussion with Staff and Council, Council determined not to support this measure because the South Bay Cities were not getting their fair share. This measure is officially named Measure M.


Eleanor Barthe-Jones
Management Associate

Attachments: A) Excerpt of the minutes from the June 28, 2016 meeting
B) SBCCOG Opposition to Metro's Proposed 2016 Ballot Measure

EXCERPT OF MINUTES

☒ Minutes Approved
☐ Minutes Subject to Approval

June 28, 2016

**MINUTES OF AN ADJOURNED REGULAR
MEETING OF THE TORRANCE CITY COUNCIL**

1. CALL TO ORDER

The Torrance City Council convened in an adjourned regular session at 5:30 p.m. on Tuesday, June 28, 2016 in the Council Chamber at Torrance City Hall.

ROLL CALL

Present: Councilmembers Ashcraft, Barnett, Goodrich, Griffiths, Rizzo, Weideman and Mayor Furey.

Absent: None.

Present: City Manager Jackson, Assistant City Manager Giordano, Deputy City Attorney Strader, City Clerk Poirier and other staff representatives.

4. WITHDRAWN, DEFERRED OR SUPPLEMENTAL ITEMS

Item 10A was continued to July 19, 2016 City Council meeting. Supplemental material was available for Items 8D, 8H, 8I, 8K and 9C.

Councilmember Weideman announced that last Thursday evening, subsequent to the posting of the agenda, the City received information that the South Bay Cities Council of Governments will be considering an item regarding Measure R2 and he was requesting that this matter be added to the agenda as an urgency item because he requires immediate instruction from the Council regarding the position he should take. In order to take action on a matter not of the agenda, the California Government Code requires a determination by two-thirds vote of the Council that immediate action is necessary and that the need to take action arose subsequent to the posting of the agenda.

MOTION: Councilmember Weideman moved to add this urgency item to the agenda pursuant to California Government Code § 54954.2(b). The motion was seconded by Barnett and passed by unanimous vote.

Councilmember Weideman requested direction from the Council as to how he should vote at the South Bay Cities Council of Governments meeting on Thursday, June 30, with regard to Measure R2, which proposes a continuing sales tax for transportation improvements.

Public Works Director Beste advised that staff does not support Measure R2 as currently proposed because Torrance and the South Bay region would not receive their fair share of the funding. He reported that staff has been advocating for a higher percentage of the funding to go for local roads and for the extension of the Green Line, which under the current proposal will not happen for at least 20 years. He noted that the City of Los Angeles is slated to receive over 50%

of the funding for major capital projects in the first decade, including projects that were not even on the books until a month ago.

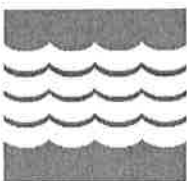
Mayor Furey and Councilmember Rizzo noted their opposition to this measure in its current form.

Responding to questions from the Council, Public Works Director Beste explained that Measure R2 provides for a local return of 17%, while staff would like to see at least 20% and in addition, staff believes the formula for calculating local return, which is based solely on population, should be changed to take into account the amount of sales tax generated and the miles of roadway to be maintained.

MOTION: Councilmember Weideman moved that the City oppose Measure R2 at the South Bay Cities Council of Government meeting on June 30. The motion was seconded by Councilmember Goodrich and passed by unanimous vote.

Councilmember Weideman noted that he was given legal advice that he could vote his conscience on this matter but wanted to allow his colleagues to share their views.

End of Excerpt



SOUTH BAY CITIES
COUNCIL OF GOVERNMENTS

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July 1, 2016

Honorable John Fasana, Chairman
And Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA. 90012

SUBJECT: SBCCOG Opposition to Metro's Proposed November 8, 2016 Ballot Measure

Dear Chairman Fasana and Members of the Board of Directors:

At its meeting on June 30, 2016, the South Bay Cities Council of Governments Board of Directors voted to oppose Metro's proposed countywide transportation sales tax measure planned for the November 8, 2016 ballot. Although there was a recognition by many of the members present of the need for additional transportation funding, and some support was expressed for a future sales tax measure, nine Board members voted to oppose Metro's proposed measure, six members abstained because they wanted to consult with their other council colleagues, and not one vote was cast to support the measure as adopted by the Metro Board.

During the considerable discussion that preceded the vote, the following major concerns were expressed:

1. The 3% local contribution requirement for Metro's regional rail projects imposes an unfair burden on our cities when compounded with loss of tax revenue caused by removal of the property needed by Metro for stations from the public property tax rolls.
2. The Plan under-invests in the streets that carry nearly all trips, whether cars, trucks, buses, or bicycles. Local jurisdictions cannot wait until 2040 for Local Return to rise from 17% to 20% of Measure X revenue. Local streets are crumbling and new mandates like stormwater treatment improvements have increased the need to prioritize these investments at a time when federal and state gas tax allocations have dramatically declined.
3. Cities throughout the county have been requesting a new allocation formula for Measure X local return funds to make up for the solely population-based funding allocation formulas in the local return program of Proposition A, C and Measure R. With Measure X, it is time to address the needs of those cities that are bedroom communities at night but need a robust daytime infrastructure. For example, El Segundo is a city of approximately 13,000 people that has a daytime population of about 100,000. Also, cities such as Torrance generate much more sales tax than the average. Cities were asking for Metro to negotiate a new funding allocation formula for Measure X local return and that didn't happen.
4. Based on population, the South Bay share of regional projects in the Expenditure Plan should be more than 10.5%. However, the Expenditure Plan allocates less than 7% of its regional revenues for South Bay priorities.

LOCAL GOVERNMENTS IN ACTION

Carson	El Segundo	Gardena	Hawthorne	Hermosa Beach	Inglewood	Lawndale	Lomita
Manhattan Beach	Palos Verdes Estates	Rancho Palos Verdes	Redondo Beach	Rolling Hills			
Rolling Hills Estates	Torrance	Los Angeles District #15	Los Angeles County				

5. The Metro Board rejected a motion by Directors representing the South Bay and Gateway Cities to complete Measure R projects before initiating new projects.

6. The fact that Metro needs a cash infusion in order to meet its current commitments means that it is ill-advised to take on massive new commitments. Metro needs to get its house in order and then determine what they actually can commit to in the future. The SBCCOG Board cannot trust that the projects promised by this measure will be implemented – especially since we are not seeing the Measure R commitments fulfilled as promised.

7. The Expenditure Plan unfairly allocates more than 50% of the available regional major project funding to projects in the City of Los Angeles, including the yet-to-be-evaluated Sepulveda Pass Tunnel which has risen in cost from \$1 billion in the previous plan to \$9+ billion. The Metro Board compounded the sub-regional inequity at its June 23, 2016 meeting by approving an amendment that added yet another project in the City of Los Angeles - \$189 million for a new and undefined rail line with an unknown cost that will link the West San Fernando Valley to Cal State Northridge.

8. All South Bay highway projects are delayed until after 2040 setting up a Hobson's choice for our South Bay children and grandchildren who will need to decide whether they will increase Local Return to fix what remains of their crumbling streets or construct highway projects that are needed in the South Bay today that South Bay taxpayers will be paying for, but not able to use, for the next 30 years.

9. One of the most troubling elements of the Ordinance is the fact that the Metro Board can unilaterally change the Expenditure Plan every 10 years after merely consulting with an advisory committee that the Board appoints. There is no provision in the ordinance that requires approval by Metro's local partners to these decennial changes in priority.

The SBCCOG Board expressed their concern about the need for funding but this proposed ballot measure is not fair and equitable for all areas of the county. It mortgages the future without addressing our needs today. For these reasons, the SBCCOG will be opposing the proposed measure

Sincerely,



Jim Osborne, SBCCOG Chair
Councilman, City of Lawndale

cc: Metro Board of Directors
Phillip Washington, Metro CEO
SBCCOG Board of Directors
Jerry Brown, California Governor
South Bay Members of the California Assembly
South Bay Members of the California Senate
South Bay Members of the U. S. Senate
South Bay Members of the U. S. House of Representatives